

No. 16,354.

號七月十年五十五百九千一

HONGKONG, THURSDAY, OCTOBER 7, 1915.

卯乙亥歲年四國民華中

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### MOST POWERFUL SHIP.

American Expert Selects the  
Queen Elizabeth.

Which is the most powerful battleship in the world? There are four claimants for the distinction—the California and the Pennsylvania of the American navy; the Tourville or any one of her three sister ships in the French navy; the Fusō of the Japanese navy, and the Queen Elizabeth of the British navy.

Only one of these super-dreadnaughts, the Queen Elizabeth, is actually in commission. She is in the Dardanelles. The others are under construction. Each of them represents the latest type of battleship.

Their respective merits are discussed in the Scientific American by J. Bernard Walker, editor of that periodical, who concludes that, all things considered, the Queen Elizabeth is the "best" warship. The Tourville ranks second, the California third and the Fusō fourth.

Mr. Walker's argument is that in judging the power of a battleship, 40 per cent. of her efficiency should be allotted to her guns, 30 per cent. to her armor, 20 per cent. to her speed and 10 per cent. to her displacement. As to guns, the California has twelve 14-inch weapons, the Queen Elizabeth has eight 15-inch ones, the Tourville has sixteen 13.4-inch ones and the Fusō has twelve, each 14 inches in diameter.

ALL HEAVILY ARMORED.

As to armor, on the belts and turrets, that of the California is 15 inches thick; on the Queen Elizabeth is 13 inches; of the Tourville has a thickness of 12 inches, and the Fusō's extra plating is 12 inches. In the matter of speed, the figures are as follows: California, 21 knots an hour; Queen Elizabeth, 25 knots; Tourville, 24 knots; and Fusō, 22.5 knots. The displacement, in tons, is: California, 31,500; Queen Elizabeth, 27,500; Tourville, 29,500, and Fusō, 31,000.

In rating the comparative power of these four ships Mr. Walker assumes that they are fighting a line of battle engagement, at a range of 10,000 yards, and that the gunnery of each of the ships is equal in quality. Under such conditions, he says, the great object is to shoot as much high explosive shell through the enemy's armor as possible in a given time, and even a small difference in speed would enable the faster ship to steam across the enemy's course and deliver a raking broadside of shot and shell. Displacement, he holds, is of value, because the larger the ship, the more coal and ammunition she can carry, and the more room she has for shell-deflecting bulkheads.

As regards gun fire, it is assumed by Mr. Walker that one-quarter of the shots fired will hit the mark. This, at each broadside, two of the Queen Elizabeth's eight shells will do their work. On that assumption Mr. Walker believes that the greater damage will be wrought by the British's shells because, although they cost only 3,500 pounds of explosive, as against 5,238 from the Tourville's guns, they are contained in shells that are 50 per cent. larger than those of the Tourville, and therefore will burst with far greater effect. Applying his table of proportions, the editor concludes that the Queen Elizabeth should rank as being 47.3 per cent. perfect in point of power, the others trailing thus: Tourville, 30.06 per cent.; California, 28.53 per cent.; Fusō, 25.57 per cent. "This ranking," he remarks, "was a surprise to him as he had rather expected the California to lead, with the Tourville second."

"It has to be admitted," he says in closing, "that our results seem to show that the British, who have generally led in naval construction, must have known what they were about when they increased the calibre, cut down the number of guns to eight and raised the speed to twenty-five knots in a ship that possessed good defensive qualities."

## The Man Who Gets There

Is the man who has blood—  
real rich red blood and  
plenty of it—in his body.

WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUND  
makes blood—lots of it—  
giving, brain nourishing,  
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REPAIRS OF EVERY DESCRIPTION.  
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RESORCIN -  
HAIR WASH

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Cleanses the Scalp & thus  
Produces a Luxurious  
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ANY EUROPEAN, NON-ASIANIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the mode of transport by which  
the applicant wishes to leave. Applicants  
should apply in person for their cases at  
the Central Police Station between the  
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12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
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3.00 p.m. to 3.10 p.m. Every 10 minutes.

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8.30 p.m. and 9 p.m. 9.30 p.m. to 11.00  
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an hour.

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7.45 a.m. to 10.30 a.m. Every 15 minutes.  
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11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
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NIGHT CARS on Week Days.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
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Season and push tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Cash payable order representing Bank Money.

JOHN D. RUMPER & SON,  
General Managers.

## BUSINESS NOTICES.

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TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS and REPAIRERS, BOILERMAKERS, YACHT  
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
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GRAVING DOCK 737 x 88 x 34 ft.  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
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BUTTERFIELD & SWIRE,

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Telegraphic Address:- TAIKOO DOCK. Telephone No. 212.

## THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART,

MANAGER.

## PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
Roof Garden.

Terms:—From \$5 per day and up.

Telegraph Add: "Peak Hotel."

P. O. PEAK HOTEL.

Man. 4/11.

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A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within  
the vicinity of all the principal Banks.  
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine  
under European Supervision. A First Class string Orchestra, select selections from  
5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

Telephone 197. Manager  
TELEGRAPHIC ADDRESS: "COMFORT."

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Central Location.

ALL ELECTRIC TRAM, FIVE ENTRANCES,  
Electric Lifts, Fans and Lighting,  
European, Bath and Sanitary Fittings,  
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 375.

TELEGRAPHIC ADDRESS: "VICTORIA."

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IRON, STEEL, METAL and HARD  
WARE MERCHANTS. Wholesale  
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Foundry Coke Importers. General Store-  
keepers and Shipchandlers. Nos. 33 and  
37, HING LOO STREET, (2nd Street), west  
of Central Market. Telephone No. 515.

Hongkong, September 4, 1915.

If you happen to be in the street and  
see the sign, please stop and see  
us at the ALKALAN.

DR. 3/4/15.

## NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE ENTERED THE NAMES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,

and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS at 31st December, 1913,  
£23,622,185.

Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,600

Fire Funds £3,885,114

Life & Annuity Funds £1,138,180

Sinking Fund Account £8,513

£23,622,185

Revenues Fire Branch £2,477,158

Life and Annuity 1,975,589

Branches £82,692

Revenue Marine Department £30,193

Other Receipts £2,532,319

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents.

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18 Casks of 275 lbs. net

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GENERAL MANAGERS.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

## ALEXANDRA CAFE.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1823

MANUFACTURERS OF

PURE Manila ROPE

STRAND 2" to 15" CIRCUMFERENCE.  
CABLE LAYED 3" to 15" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.

On Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

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"White-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 8 pcs. for Post Card.

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(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILERMAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We have two slipways and can accommodate any craft  
of 200 tons long.

Town Office 45, Cross Street, Road Central, Hongkong Telephone No. 459.  
Whipcord, Sham Shui Po, Kowloon, Hongkong. Telephone No. K. 8.  
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1915.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Bournville Cocoa represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavor, and  
is second to none in any respect whatsoever.  
Medal, Brighton, March, 1912.

CADBURY'S  
CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

Hongkong, Dec. 17, 1900.



## LOCAL SHOPPING.

G. FALCONER &amp; CO., LTD.,

WATCHMAKERS &amp; JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

## THE ANDERSON MUSIC Co., Ltd.

HAVE JUST RECEIVED

A New Stock of

THE LATEST MUSIC  
NEW & POPULAR SONGS

CLASSICAL &amp; MODERN PIECES.

Inspection Invited.

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## Quality.

With LEA & PERRINS' SAUCE,  
a few drops sprinkled over the meat,  
fish or cheese, &c., are all that is  
required to impart the most delicious  
piquancy and flavour.

The QUALITY and concentration of its  
ingredients make a little of this sauce go  
a long way.

*Lea & Perrins*  
The Original and Genuine  
WORCESTERSHIRE

A Natural  
Remedy

Time was when disease was thought to be due  
to the direct influence of evil spirits, and exorcism  
and magic were invoked to cast it out.

Science has taught us wisdom. The evil  
spirits exist still. We call them "Disease  
Germs," and they also must be cast out. Once  
lodged in the stomach or intestines, fever with  
its hallucinations, or biliousness with its aches  
and pains, is the result.

ENO'S  
FRUIT SALT

is the approved remedy for driving out disease  
germs. Its action is quick and thorough. It  
clears the intestines, rouses the torpid liver to new  
life, stimulates the mucous membrane to a healthy  
action, and cleanses and invigorates the whole  
digestive tract.

It may be safely taken at any time by young  
or old.

It is very effective in the early stage of Diarrhoea  
by removing the irritating cause.

Be prepared for emergencies by always keeping  
a bottle in the house.

Prepared only by

ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE

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SIMA, OCHI, MUTABE, YO-  
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Codes: A1, 180 5th Ed., Western Union.

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MANTLA: Messrs Macdonald &amp; Co.

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GLASGOW: Messrs A. R. Brown, McFarlane &amp; Co., Ltd.

For particulars, apply to  
K. KATO,  
Manager,  
No. 2, PRINCE STREET,  
HONGKONG.

THE DAIRY FARM COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY  
YEARLY MEETING OF THE SHARE-  
HOLDERS in the above COMPANY will  
be held at the Company's Town Office,  
2 Lower Albert Road, Hongkong, on  
SATURDAY, 9th October at 12.30 P.M.  
for the purpose of presenting the Report  
of the Directors and statement of Accounts  
to 31st July, 1915.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 1st to 9th  
October, 1915, both days inclusive.

By Order,

M. MANUE,  
Secretary.

Hongkong, Sept. 24, 1915.

THE  
HONGKONG POLICE  
RESERVE.

## PROMENADE CONCERT

in the  
BOTANICAL GARDENSon  
SATURDAY,  
OCTOBER 9th, 1915 at 9 P.M.

Entrance by Main Gate and Albany Gate  
at 8.30 P.M.

Mrs. Villiers Smyth  
Mr. F. L. Rothel  
Mr. A. J. England.  
BAND OF THE 74th PUJABIS.  
Accompanied by P. C. George Grimble,  
H.K.P.R.

ADMISSION: 20 CENTS.

Members of the Naval, Military and  
Police Forces in uniform are invited as the  
guests of the Police Reserve.

Hongkong, Oct. 6, 1915.

DAIRY FARM NEWS.

FISH

WE HAVE RECEIVED

A NEW SHIPMENT OF

SELECTED

Fillet Haddock's

AND

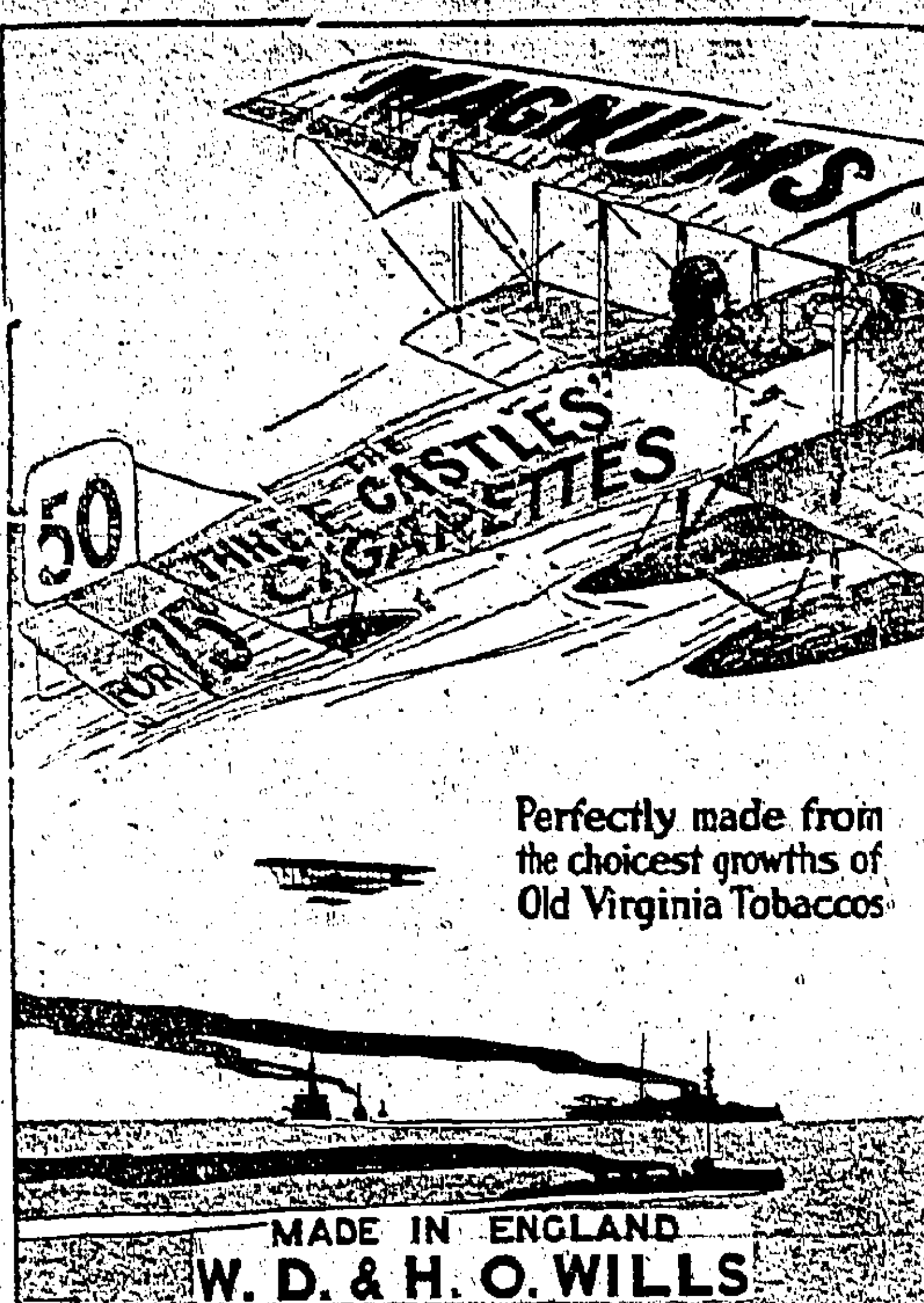
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FRENCH LESSONS

G. MOUSSON.

11, Morrison Hill Road.

THE ALEXANDRA CAFE cannot be  
beaten. If Equalled. For Breakfast,  
Lunch, and Dinner. Meals with Wines &  
Liqueurs.



THE OLD AND WELL TESTED

"THREE CASTLES"

ARE AS POPULAR AS EVER.

CHINA AND THE STAND-  
ARD OIL COMPANY.

New York, Aug. 15.—An Associated  
Press telegram from Peking says that  
China has declined to arrange a permanent  
contract with the Standard Oil Com-  
pany for the exploitation of the northern  
oil districts. The preliminary agreement  
under which the company has been pro-  
specting for a year expired today.

The Peking correspondent of "The  
Times," telegraphed on Aug. 17.—The  
suspension of the negotiations between  
the Chinese Government and the Stan-  
dard Oil Company, and the fact that the  
mining options of the latter in Shensi  
and Chihli have expired, is worthy of  
the attention of British people already re-  
sponsible for the Standard Oil Com-  
pany, having decided, after examina-  
tion, that the oilfield in the Chihli pro-  
vince is commercially worthless and that  
the Shensi oilfield appears to be of doubtful  
value, has under a fresh proposal to China  
in which the following significant pro-  
visions occur:—

A joint company to be formed in which  
the Standard Oil Company has a con-  
trolling interest, the company having the  
right to explore all China and register  
exclusive claims in selected localities.  
The company further to monopolize the  
refining and transportation of the total  
production of crude oil, by whatsoever  
means, while the Standard Oil Company  
would have the monopoly of marketing the  
refined article for a given period.

The Chinese Government declined the  
proposed plan blank for these, among  
other, reasons:—

1. Because the proposals of the Stan-  
dard Oil Company are incompatible with  
the concessions granted to British sub-  
jects in Seachuan and Shensi.

2. Because the concession to a foreign-  
controlled company of the monopoly to  
handle the total output of Chinese oil is  
inconsistent with the Government's policy  
of equal opportunity to all comers.

In view of the remarkable character  
of the Standard Oil Company, it is be-  
lieved in Peking that it has not received  
any support from the American Govern-  
ment.

A financial contemporary assumes that  
the telegram refers to the preliminary  
agreement made last year between the  
Standard Oil Company and the Chinese  
Government for the control of the exten-  
sive oilfields of North Shensi. The exact  
nature of the transaction then made be-  
tween the two parties has not been  
divulged, but it was understood that the  
Standard Oil Company, as a preliminary  
to the granting of the oil concession,  
made a loan of \$12,000,000 to the  
Government. This report was possibly  
an exaggeration, although it is quite clear  
that some cash consideration would be  
required by the Chinese Government, in  
view of the fact that they are very short  
of money for the Army. Various reports  
were also current as to the amount of  
share interest which the Chinese Govern-  
ment required in the company which  
would be formed by the American Com-  
pany to carry on operations on the prop-  
erties. It was understood that the  
Government desired no less than 37.5 per  
cent. of the capital, and that it should  
have the right to purchase another 7.5  
per cent. It was also understood that  
the Chinese Government claimed a royal-  
ty of 15 per cent. of the produce of crude  
oil.

The Oil Trust agreed to the terms,  
whatever they were, but it now appears  
that the attempt to place the part of the  
Americans to obtain control of the valu-  
able oil deposits in China has failed, and  
it must also be presumed that the de-  
fence is now open to other competitors for  
these concessions, who, by the way, in-  
cluded Japanese and German as well as

Perfectly made from  
the choicest growths of  
Old Virginia Tobaccos

Accustomed to horses all my life, the actual  
driving was not an unaccustomed task. Some-  
times when I was employed as a driver of war-  
horses, and I am sure to say that they were  
exposed to the demoralization arising out  
of the bad language of some of the men.  
It is true that my firm has lost many  
employees who have joined or rejoined the  
Army, but, at least, these men, few in  
comparison with the civil population still  
remaining, did not reduce the ranks of  
those engaged in war-driving. When I  
found that the men were doing their best  
to boycott the woman, and, indeed, went  
out of their way to evidence their hostility,  
I decided to give up the work. Personally,  
I believe, after the experience I have just  
had, that women are not really needed in  
the rougher spheres of endeavor.

## THE FAR EAST AND THE WAR.

Germany and Japan.

The "Hamburger Fremdenblatt," in re-  
calling with bitterness the ultimatum which  
Japan sent for the surrender of Tsingtao,  
makes the astonishing admission that Ger-  
many expected to find an ally in Japan  
when the war broke out.  
On Aug. 1, when the threat of war shook  
all Europe, we saw German and Japanese  
officers, both clothed in the same field gray  
of the German warrior, both attached to  
the same regiment, arm in arm like com-  
rades together, and heard how the Japanese  
had given their assurance that they would  
fight on the side of Germany in this war.  
And we believed it. All Germany could con-  
ceive of nothing else, for we knew how  
enormously German science and German  
knowledge had contributed to converting  
the distant island kingdom, in a short  
time, from its half-civilized condition  
(sic) in all that pertains to science and  
technique, culture, and social customs, to  
the height of European civilization. But  
very soon extraordinary tales reached us.  
From Berlin came the question: What  
are the Japanese up to? They are laying  
hands on all their available gold. From  
all sides we heard the news that suddenly,  
in the night, as if by magic, all the  
suns of the island kingdom had disappeared  
and gone to Holland. We then expected  
evil. But Japan's ultimatum still came as a  
great surprise to us. And we needed  
some time to recover from our astonish-  
ment. For, above all, we did not believe  
that a land which was proud of itself could  
so far forget itself to attack its benefactor  
in such an unpalatable way as Japan did.  
And yet the German knew of the Anglo-  
Japanese Treaty. After this admission one  
wonders if there is any limit to their power  
of self-deception. They began the war by  
believing that India and Egypt would re-  
volt, that Holland would rebel, and that our  
colonies would assert their independence;  
now they admit that they believed Japan  
would assist them, while they were certain  
that England would remain neutral, that  
Belgium would allow their troops a free  
passage, and that Italy would never join the  
Allies.

## FRANCE'S WAR HARVEST.

Recalled to the colours at the outbreak  
of war, an Inspector of the N.S.P.C.C.  
serving as battery sergeant-major "some-  
where in France," sends home a very  
interesting letter. "Each day," he says,  
"are very strongly entrenched, and each  
side is waiting for the other to attack.  
The talked-of dash for Calais has not been  
attempted yet. When it does take place I  
think we shall give the Germans a good  
thumping. All the troops here are wonder-  
fully fit; they lack nothing in the way of  
supplies. . . . In a few weeks from  
now everybody here will be harvesting the  
crops. There are splendid fields of wheat,  
oats, beans, beetroot, plenty of potatoes,  
also maize. Every inch of land is under cul-  
tivation, most of it done by the women  
and children, a few old men and "unfits"  
thrown in, also a few men who have six or  
more children, who have been sent out of  
the firing line by the French. Taking into  
consideration the shortage of labour, it is  
simply wonderful that the things are kept  
going. Everybody in the farming line has  
to do their share, even the dogs; they draw  
carts, churn the butter, and cut up the  
food for the cattle; most of whom are starved,  
thirsted being very little grating except  
in the orchards. It is surprising what a  
fine lot of children you meet here. I have  
not seen a single case of what we should  
call neglect. No matter how poor the  
family, or the size of it, the children are  
always clean, well-shod, and clothed. They  
feed them well, and most of them drink  
beer for their supper."

King George, having received the loyal  
addresses of the British Asiatic com-  
munities in Bangkok on the occasion of his  
birthday, has commanded His Britannic  
Majesty's Minister to express to these  
communities the royal thanks for their  
kind messages of congratulation and  
expressions of loyalty, which have given  
the King-Emperor great pleasure.

## 'Want' Advertisements

PREPAID  
\$1 per inch. . . . \$ insertions.  
\$2 . . . . . One week.

## WANTED.

CONSULAR CONSTABLE. Wages  
\$100 per month rising to \$140 with  
free house; age 20-45 (limited extension  
for Army or Navy men). Knowledge of  
Hindustani a recommendation.  
Apply by letter, stating experience,  
references &c., with copies of testimonials,  
to—  
H.B.M. CONSULATE GENERAL,  
CANTON.  
Hongkong, Oct. 6, 1915.

## WANTED.

FURNISHED ROOM within ten  
minutes walk of Elsie Place.  
Apply  
"Ojo," "Omni Man," Office,  
Hongkong, Sept. 28, 1915.

## WANTED.

CHIEF OFFICER, holding a Master's  
certificate, wanted for the  
"TUNGSHAN." Wages of this post  
free. Apply  
WANG KEE & Co.,  
37 & 39 Cross Street,  
(Ship's Comrades).  
Hongkong, Oct. 1, 1915.

## SAKURA BEER

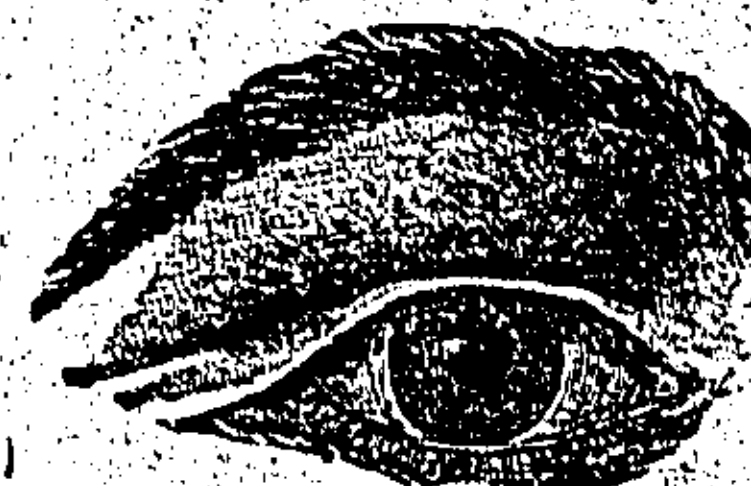


SOLE AGENTS

SUZUKI &amp; CO.

TEL. 468

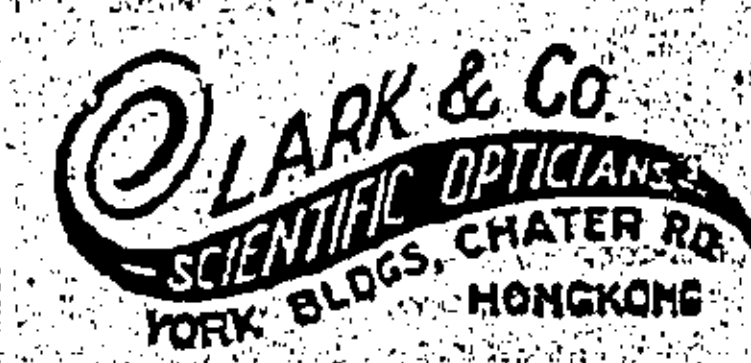
ALEXANDRA BUILDINGS.



## YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom  
of eye strain you should  
consult us. We test  
eyes scientifically and fit  
glasses to individual re-  
quirements



HONGKONG &amp; MANILA.

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL  
MEETING of the Members of the  
Hongkong Club will be held in the OLIVE  
ROUSE on THURSDAY, the 14th  
October, 1915, at 5.15 P.M.  
Business.—As set forth in the notice  
posted in the Hall of the Club.

By Order,

E. DES VOEUX,  
Secretary.

Hongkong, Oct. 6, 1915.

## SIEN TING.

Surgeon-Dentist

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation.

## JAPANESE MAKERS.

Every kind of Footwear.

MADE  
TO  
ORDER

CHERRY &amp; CO.

FEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.



SAVARESS'S

SANTAL  
CAPSULESMost Certain Cure  
Physicians recommend them  
Of all Chemicals

ALEXANDRA CAFE

SYSTEM.—From 12.15 to 3.00 P.M.  
Fillet Haddock's, Kippers, &c.



COMPANY, LIMITED.  
Alameda Building.  
Hong Kong, Sept. 23, 1915. 619



Only those who are familiar with the inner history of the Sino-Japanese War and the Sino-Soviet Negotiations in the Moscow Empire can really appreciate the possibilities which the future holds in store.







## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

For VICTORIA AND TACOMA VIA MANILA, KEELUNG, NAGASAKI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.

S.S. 'TACOMA MARU' Capt. T. Hamada, Tuesday, 12th Oct., at 3 p.m.  
S.S. 'MANILA MARU' Capt. T. Hamada, Tuesday, 12th Oct., at 3 p.m.

These newly-built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO

S.S. 'UME MARU' Capt. T. Hamada, Tuesday, 12th Oct., at 7 a.m.

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

S.S. 'KALIO MARU' Capt. M. Kikuchi, Sunday, 10th Oct., at Noon.  
S.S. 'DALIN MARU' Capt. S. Saito, Sunday, 10th Oct., at Noon.

For TAKOW AND ANPING VIA SWATOW AND AMOY.

S.S. 'BOHEU MARU' Capt. A. Kobayashi, Wednesday, 13th Oct., at 10 a.m.

FOR HAIKONG VIA HOIHOW.

Steamer Captain Leave  
'DAIKI MARU' T. Kishida, Sunday, 10th Oct., at 10 a.m.  
'KEIJO MARU' Imamura, Sunday, 10th Oct., at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Seon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO  
H. YAMAUCHI, Manager,  
Second Floor No. 1, Queen's Building.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

## THE AMERICAN LINE TO TACOMA AND SEATTLE

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FOR FURTHER INFORMATION, APPLY TO  
H. YAMAUCHI, Manager,  
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO. LIMITED.MAIL SERVICE  
TO AUSTRALIA, via MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	8th October.	17th Oct., at 11 a.m.
EMERALD	22nd October.	22nd Nov., at 11 a.m.
ST. ALBANS		

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents

## NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in connection with the

INDO-CHINA STEAM NAVIGATION CO. LTD.  
AND 'AFRIC LINE'

Proposed Sailing from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
'WOK SANG'	9th Oct.	'UMFULI'	End of Oct.
'TOLA'	12th Oct.		

For Freight and further particulars apply to  
BODWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS VIA PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

FOR NEW YORK VIA PANAMA CANAL

S.S. SAINT BEDE, On or about 26th October.

For Freight and further particulars, apply to  
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. 'RANBI MARU', For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 23rd Oct.

S.S. 'HOKUTU MARU', For Moji, Kobe & Yokohama, 27th Oct.

For Freight or Passage, apply to  
DODWELL & CO., LTD., Agents.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO	DATE
SHANGHAI	HOIHOW, PAKHOI & HAIPHONG	RAIKONG	Oct. 10, Daylight.
MANILA, CEBU & ILOILO	YANGKOW	Oct. 12, at 4 p.m.	
SHANGHAI	YANGKOW	Oct. 12, at 4 p.m.	
MANILA, CEBU & ILOILO	CHINCHU	Oct. 19, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' and 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on 'Taming' and 'Tean'.

SHANGHAI LINE—PASSENGERS, MAILS &amp; CARGO.

S.S. 'Anhui', 'Chenan', 'Liangchow', 'Lanchow', 'Yingchow' and 'Sinking', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Telephone No. 36.

AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
SHANGHAI, KOBE & MOJI	NAMSANG	SATURDAY, Oct. 9, Daylight.	
SINGAPORE	CHONGSANG	SATURDAY, Oct. 9, at 3 p.m.	
MANILA	CHONGSANG	SATURDAY, Oct. 9, at 3 p.m.	
SINGAPORE, PENANG & COLOMBO	ROCKSANG	MONDAY, Oct. 11, at 3 p.m.	
TIENTSIN via WEIHAWEI	OHONGSANG	TUESDAY, Oct. 12, Daylight.	
SHANGHAI	OHONGSANG	THURSDAY, Oct. 14, Daylight.	
MANILA	YUNGSANG	SATURDAY, Oct. 16, at 3 p.m.	
SANDAKAN	MAUSANG	TUESDAY, Oct. 19, at Noon.	

RETURN TOURS TO JAPAN.

THE Steamers 'Kusong', 'Namsang', 'Lanchow' & 'Peking' leave about every 3 weeks generally call at Shanghai on route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the 'Yaching', 'Kusong' leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

\* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairei, Weihaei.

\* Taking Cargo on through Bills of Lading to Kanda, Lahad Dato, Simperu, Tawau, Ukan, Jesselton and Labuan.

For Freight or Passage, apply to  
Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

R.M.S.P. THE ROYAL MAIL  
STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
(SUBJECT TO CHANGE WITHOUT NOTICE.)

HOMEWARD.

LONDON.....'MERIONETHSHIRE'.....Middle of October.

GENOA & LONDON.....'GARNARVONSHIRE'.....About Middle of November.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND

For Freight and further particulars, apply to  
JARDINE, MATHESON & Co., Ltd.,  
AGENTS.

Telephone No. 215 5th Ex. 10

## BRITISH INDIA S. N. CO. LTD.

## APCAR LINE

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

EASTWARD.

S.S. 'DUNERA', 5,399 tons. Capt. Munro, will be despatched for SHANGHAI, KOBE and MOJI on 26th October.

WESTWARD.

S.S. 'TOLA', 5,377 tons. Capt. Butler, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 12th October.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to  
DAVID HASSCOCK & CO., LTD.  
AGENTS.

## SHIPPING

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.  
Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

SHINYO MARU.....22,000-31 knots.....Tues., 12th Oct. at Noon.  
DAIREN MARU.....8,000-15 knots.....Mon., 1st Nov. at Noon.

CHIYO MARU.....22,000-31 knots.....Tues., 9th Nov. at Noon.  
TENYO MARU.....22,000-31 knots.....Tues., 30th Nov. at Noon.

\* NIPPON MARU.....11,000-18 knots.....Tues., 11th Dec. at 10.30 a.m.

\* Via MANILA, Outlying Shanghai.

First Class, to London.....£71-10. Return (6 months) £190.  
" " " New York.....£26-0. " " " " £96-10.  
" " " San Francisco.....£26-0. " " " " £96-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

For Coroner via Japan Ports, Honolulu, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

SHINYO MARU.....14,000-15 knots.....Wed. day, 10th Nov. at Noon.

For full particulars as to Passage and Freight apply to  
K. DOI Acting Agent,  
KING'S BUILDING (Opposite Blake Pier).

Telephone 231.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DEPARTURE. STEAMERS. Displacement. Sailing Dates.

MARSHALLS & LONDON  
Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ & PORT SAID.....

SHITANO MARU, Capt. Cope, Tons 16,000, THURSDAY, 21st Oct., at Noon.

FUSHIMI MARU, Capt. Iizawa, Tons 21,000, THURSDAY, 4th Nov., at Noon.

SADO MARU, Capt. Asakura, Tons 12,500, TUESDAY, 19th Oct., at Noon.

AWA MARU, Capt. Iizawa, Tons 12,500, TUESDAY, 2nd Nov., at Noon.

NIKKO MARU, Capt. R. Kikuchi, Tons 9,600, FRIDAY, 16th Oct., at 4 p.m.

SHITACHI MARU, Capt. Tominga, Tons 13,500, TUESDAY, 16th Oct., at 4 p.m.

RANGOON MARU, Capt. Iizawa, Tons 8,000, THURSDAY, 21st Oct., at Noon.

KATORI MARU, Capt. Iizawa, Tons 21,000, TUESDAY, 19th Oct., at 10 a.m.

CEYLON MARU, Capt. S. Fujita, Tons 12,500, SATURDAY, 16th Oct., at Noon.

WAKASA MARU, Capt. Iizawa, Tons 12,500, FRIDAY, 8th Oct., at Noon.

KAWACHI MARU, Capt. Kurokawa, Tons 12,500, FRIDAY, 8th Oct., at Noon.

HUTACHI MARU, Capt. Tominga, Tons 12,500, FRIDAY, 15th Oct., at 10 a.m.

\* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.

" " " Return " 900. " " " Return " 825.

" " " 2nd Single " 400. " " " 2nd Single " 360.

" " " Return " 600. " " " Return " 560.

To London, Southampton, Liverpool via New York £80. 13s.

To Victoria, Vancouver, Seattle, 1st Single " £25.

To Sydney, 1st Single £40. To Melbourne 1st Single £41.

1st Return £72. 1st Return £73. 16s.

To Yokohama, 1st Return \$150. To Kobe 1st Return \$155.

2nd " \$ 90. " 2nd " \$ 83.

Round-the-World, Yen 1,045.

KUSU MOTO, Manager,  
Telephone No. 232.

## SHIPPING

## TOYO KISEN KAISHA.

STEAM FOR.

STRAITS, COLOMBO, AUSTRALIA,  
BOMBAY, KIVET, MEDITER-  
RANEAN PORTS, AND  
LONDON.

Through Bills of Lading issued for BATA,  
VIA PERSIAN GULF, CONTINEN-  
TAL AMERICAN AND SOUTH  
AFRICAN PORTS.

THE Steamship 'MALTA', Captain  
C. C. TAYLOR, R.N., carrying His  
Majesty's Mails will be despatched  
from this port on or about FRI-  
DAY, the 22nd October, 1915, taking  
Passengers and Cargo for the above  
ports in connection with the Company's  
Steamship 'Kiyoh' from Colombo. Pas-  
senger's accommodation in which vessel is  
secured before departure from Hongkong.  
Suez and Valparaiso, and 'Tean' and Cargo  
for Italy, France, and London (under  
arrangement) will be transhipped at  
Colombo into the mail steamer proceeding  
via Bombay to Marseilles and London.  
Other Cargo for London etc. will be  
conveyed via Bombay and transhipped to the  
s.s. 'Persia' due in London about  
4th December, 1915.

Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
S. A. HEWITT,  
Superintendent.

Hongkong, Oct. 7, 1915.

S.S. 'SHINTSU MARU'

FOR VANCOUVER AND SEATTLE.

THIS steamer will be despatched for the  
above ports about the 17th October.  
For freight and particulars apply to  
JARDINE MATHESON & Co., Ltd.  
Agents.

Hongkong, Sept. 30, 1915. 881

THE BANK LINE LTD.

FOR SAN FRANCISCO.

THE Steamship  
'INVERIC,'  
Capt. A. Wallace, 4,789 tons, will be  
despatched as above on WEDNESDAY,  
10th November, 1915.

For Freight and further particulars  
apply to—  
THE BANK LINE, LIMITED,  
Managing Agents.

Hongkong, Sept. 22, 1915. 825

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND  
STRAITS.

THE Company's Steamship  
'HIRANO MARU,'  
having arrived from the above ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Godowns of  
Kowloon, Wharf and Godown Co.,  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark and  
delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be carried on unless  
Instructions are given to the contrary be-  
fore Noon, To-day.

Goods not cleared by the 11th October,  
will be subject to rent.

Damaged packages must be left in the  
Godowns for examination by the Consignees  
and the Co.'s representatives at an appoint-  
ed hour on THURSDAY and FRIDAY.

All claims must be presented within  
ten days of the steamer's arrival  
here, after which date they cannot be  
recognised. No claims will be admitted  
after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Agents.

Hongkong, Oct. 5, 1915. 880

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
AND MANILA.

THE Steamship  
'SHINYO MARU,'  
The above named Steamer having  
arrived, Consignees of Cargo are hereby  
informed to send in their Bills of Lading  
for consignment, and to take immediate  
delivery of Cargo from alongside.

Cargo remaining undelivered on WED-  
NESDAY, 8th October, at Noon, will be  
landed at Consignees' risk and expense,  
and delivery must then be taken from the  
Company's Godown. Storage charges will  
be assessed on all Cargo remaining  
undelivered on 12th October at Noon.

No Fire Insurance whatever will be  
effected.

No claims will be recognised after the  
Goods have left the Steamer or Godown.

All claims and damaged Cargo will be  
landed into the Godown, where they will  
be examined on 13th October at 10 a.m.

No Claims will be recognised after 11th  
after 19th October, 1915.

K. DOI,  
Acting Agent.

Hongkong, Oct. 5, 1915. 881

THE  
CHINA MAIL

Washing Books.

Price 50 cents.

From THE CHINA MAIL CO.







